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BRIEF MAKING AND THE USE OF LAW BOOKS. By Messrs. Lile, Redfield, Wambaugh, Mason and Wheeler. Edited by N. Abbott. St. Paul: West Pub. Co. 1906. pp. viii, 472.

This book is a noteworthy addition to legal publications. Its expressed purpose is to afford a text book for law school instruction in the practical use of law books. In many respects, however, it should be of real value to lawyers of considerable experience. The book not only contains much practical advice but also much information which is not otherwise accessible.

The first part of the book, which is by Prof. Redfield, treats of the brief on appeal. This, in addition to presenting some advice which will assist the law student to escape many hard knocks from experience, collects a number of authorities on the several technical points involved in the brief.

The second part is devoted to "How to use Decisions and Statutes," by Prof. Wambaugh. This is a very excellent and valuable analysis of a most important field of a lawyers work, which should be of real help to the student.

Part three, which is devoted to American Law Publications, is a store-house of information which comes to a lawyer in practice only after long experience. By means of it a student may become familiar with the books upon which he will come to rely in practice for learning what the law is. This part contains also a list of the various state reports, with the periods which they cover.

"How to find the Law" is treated of in part four. This contribution should be of peculiar value to the practitioner, for it contains an explanation of the now widely used American Digest classification scheme. Certainly a knowledge of the method used in arranging cases in a digest is essentially necessary in finding the law. This may be gained from this article, which contains not only a general discussion of the subject but a detailed examination of each main head used in the American Digest system.

An appendix presents a welcome list of abbreviations of law publications.

A TREATISE ON THE INCORPORATION AND ORGANIZATION OF CORPORATIONS. By Thomas Gold Frost. Second Edition. Boston: Little, Brown & Co. 1906. pp. xv, 698.

This is a second edition of a useful work, the first edition of which was reviewed shortly after its publication. The changes made in the present edition are such changes as have been required in the author's digest of the State laws, owing to the recent changes made by the various state legislatures. Outside of this, the present edition remains practically the same as the first edition, and is open to the same criticisms as that, viz., an attempt has been made to do too much in too small a space, and there is too great a tendency on the author's part to state some things as definitely settled, when, as a matter of fact, they are open to doubt and qualifications. Such errors, of course, keep the work from being reliable, and necessitate great care in its use. However, as a hasty reference book, for which it is probably primarily intended, it is one of the best of its kind and merits extended use. The work of the publisher is especially good, but we should recommend the insertion of the word "page" at the top of the figures

given in the index, so that one can tell at a glance that the numbers refer to pages and not to sections.

THE HEART OF THE RAILROAD PROBLEM. By Prof. Frank Parsons, Ph. D. Boston: Little, Brown & Co. 1906. pp. 364.

Prof. Parsons has a very poor opinion of railroads and railroad men and makes no secret of it. He has looked into the recesses of the railroad heart, expecting to find it brimming with devilry, and apparently he has not been disappointed. On page 53, speaking of certain investigations, he says: "The jets of flame that here and there came up through the crack from the under world showed very clearly what was going on beneath the surface of railway affairs." Again, on page 200: "The big guns of the Federal courts have little or no effect on the packers and the railroads they have benevolently assimilated. They disobey injunctions as freely as they do the principles of Christianity and the dictates of conscience, with the excuse, perhaps, as to the last, of lack of acquaintance." His views are summed up in the statement: "The railways unjustly favor persons, places and commodities, and they do it constantly, systematically, habitually."

To support so sweeping an indictment the author rakes over the history of the last thirty years and collects all the well-worn instances of "discrimination," which constitute the chief stock-in-trade of the rabid anti-railroad party. The Colorado Fuel and Iron case, in which Paul Morton was concerned; the history of the Armour Car Lines, as told by Ray Stannard Baker, and Governor La Follette's "Wisconsin Revelations," as well as numerous decisions of the Interstate Commerce Commission, are all rehearsed in full. Altogether Professor Parsons catalogues sixty forms of discrimination, ranging from "tips on the market" to "special rates on imports." In the face of such a list it takes a stout heart to view the railroad problem with equanimity.

On further examination, however, it turns out that the list is not so formidable as it at first appears. Many of the practices named, such as "espionage" or "payments for routing," are simply dishonest acts which may possibly be performed at times by freight-house clerks; other items, such as "refusal to deliver at a convenient place" or "arbitrary routing of shipments," merely register the unreasoning complaints of certain shippers; other items deal with insignificant matters. No attempt whatever is made to classify the various forms of alleged discrimination, or indeed to define discrimination at all.

The question as to what constitutes railroad discrimination is fundamental. The answer depends on one's conception of a railroad. It is customary to describe the railroad as a "highway of the people," and to assume that it has inherited the functions pertaining to the highways and the carriers of the pre-railroad era. Its chief duty before the law, therefore, is to assure equal rates to all shippers. What are equal rates? The tendency here has been to fall back on the supposed analogy to highways and to test the justice of rates, as Professor Parsons does, by reference to distance and to the cost of carrying goods. Judged by these tests, special rates on exports and imports, lower rates to long-distance